



## Mike Ferguson Announces Retirement

After 27 years with the Aeronautics Division, Administrator Mike Ferguson has announced his plans to retire effective November 1. Mike was appointed to the Montana Aeronautics Commission in 1971 representing the fixed base operators in the state. He was reappointed in 1973 and served as Secretary to the Commission. In 1974 Mike resigned his position on the Commission to accept the position as Chief of the Air Transportation Bureau with the Montana Aeronautics Division. In 1975 Mike became Administrator of the Division.

Mike served four years active duty in the United States Air Force, followed by 16 years in the Air Force Reserve. He owned and operated a successful fixed base operation for 14 years on the Billings Logan International Airport.

Under Mike's leadership he has helped define the Montana Aeronautics Division as one of the best such divisions in the country. He was instrumental in creating the Governor's Essential Air Service Task Force, the only such group in the United States. He helped Montana become the first state to begin a training program for recertifying flight instructors. And, under an agreement with the United States Air Force and Montana's governor, Mike and the Montana Aeronautics Division coordinate air search and rescue for the state.

But the innovations didn't stop there. Seventeen years ago Mike began the state-wide Montana Aviation Conference, a forum that brings all of the state's aviation organizations together in an annual meeting venue. This conference is considered one of the best state aviation conferences

in the country and serves as a model for many other states. It attracts more than 600 participants each year.

Mike's dedication towards building active alliances within the aviation community in the state is well known and respected. His strong belief in educating our youth is apparent in the many programs the division continues to support today. His strong support of retaining air service to Montana's seven essential air service communities and others throughout the country is well respected, and his excellent working relationship with Montana's congressional delegation and national organizations continues to assist aviation in the country on many issues important to the industry.

Throughout a distinguished career spanning more than 40 years, Mike has utilized his personal and professional skills to enhance the Montana Aeronautics Division and to sustain the respect of aviation peers nationwide.

Mike's support of the general aviation industry, both locally and nationwide, is apparent through his membership and active participation with the Montana Pilots Association, Montana Flying Farmers, Montana Antique Aircraft Association, Montana Aviation Trades Association, Aircraft Owners and Pilots Association, Experimental Aircraft Association, National Association of State Aviation Officials, International Northwest Aviation Council, American Bonanza Society, World Bonanza Society and Quiet Birdman.

He has over 10,500 hours of flying time, is the current owner of a 1964 S-35 Beechcraft Bonanza, and has provided

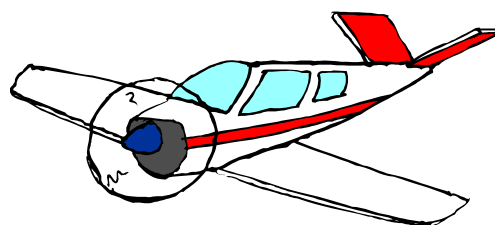
more than 1,200 youth with EAA Young Eagle Flights.

He holds three world and United States flight records for the Class C-1C, Group I, speed over a recognized course for flights he made in July and August 1985 in his 1953 Beechcraft Bonanza from Honolulu to Oshkosh and from Oshkosh to Helena. An avid general aviation flyer, he has flown his Bonanza across the North Atlantic, on many trips to Central America, South America, Mexico, the Bahamas chain and Alaska. He also completed a flight to the USSR in 1994.

Mike will continue to be active in aviation, as he has accepted the Northwest Mountain Regional Representative position with the Aircraft Owners and Pilots Association (AOPA), a position currently held by Ray Costello of Corvallis, Oregon. In this position Mike will represent the states of Montana, Idaho, Washington and Oregon in aviation issues and legislation affecting each state.

Mike is currently in the process of building a hangar/house on the Townsend Airport and looks for completion next spring.

Please join us in honoring Mike on October 6 (see inside for details).



# Administrator's Column

**MEDICAL APPLICATIONS PROCESS ENHANCED** - Aircraft Owners And Pilots Association (AOPA) President Phil Boyer announced AOPA's new innovative online program called "Turbo Medical" designed to help pilots prepare to obtain their medical certificates. The online form "interviews" the pilot to ensure that all of the information on the FAA Form 8500-8 is filled in correctly. Boyer said "Turbo Medical is an innovative way to use the Web to remove some of the uncertainty of applying for a medical." Turbo Medical checks the pilot's answers and flags anything which could cause problems in issuing a medical certificate. The online form takes pilots step-by-step through the 20 question areas on the medical application form. The form explains exactly what the FAA is looking for and why it is asking the question. According to AOPA's director of medical certification Gary Crump, the "FAA's Aeromedical Certification Division is currently taking up to three months to review medical applications" and "some 30 percent of those delays are caused by simple errors on the application form." "Turbo Medical is an educational, self-help tool to help pilots prepare to complete the medical form in the doctor's office. To access Turbo Medical visit AOPA's Web site ([www.aopa.org](http://www.aopa.org)). ➔

**RUNWAY CONSTRUCTION DELAYS STREAMLINED** - The Senate Commerce Committee unanimously passed Senate bill 633 which will require airports identified in the FAA Capacity Benchmark Report as causing delays that "significantly affect" the national air transportation system to begin construction within five years. Aviation sub-committee Chairman Senator Jay Rockefeller of West Virginia, told committee members that "we have to have additional runways...we have to do it in five years." Commerce Chairman Senator Ernest Hollings of South Carolina, co-sponsored the bill. Within 30 days after enactment, the bill would require DOT Secretary to identify those airports among the 31 with significant delays. Then the Secretary, along with the airport would complete a planning and review process within 5 years. If necessary, the process would allow a one year extension with the

approval of the Secretary. Identified airports declining to undertake runway expansion projects would become ineligible for planning and expansion funds and they would not be able to collect passenger facility charges for five years. The bill also included language that permits airlines on competing routes to discuss scheduling without antitrust penalties. ➔

**MIGS FIELD MAY BE SAVED** - The U.S. Senate recently approved a measure designed to protect Chicago area reliever airports which will include Meigs Field. The amendment to the 2001 transportation appropriations bill was introduced by Senators Peter Fitzgerald of Illinois and Jim Inhofe of Oklahoma. The amendment directs the Secretary of Transportation and the FAA Administrator to "encourage a locally developed and executed plan between the State of Illinois, the City of Chicago and affected communities for the purpose of modernizing O'Hare International Airport, preserving and utilizing existing Chicago-area reliever and general aviation airports." Senator Fitzgerald stated "Closing Meigs now conflicts with the goal of alleviation congestion at O'Hare, we need more capacity in Chicago, not less. Meigs Field and other reliever airports in the region can be part of the solution." General aviation groups such as the Aircraft Owners And Pilots Association (AOPA), National Air Transportation Association (NATA), General Aviation Manufacturers Association (GAMA), and the National Business Aircraft Association (NBAA) who have been campaigning to save Meigs Field through a strong lobby effort in Congress, were pleased with the Senate's action. ➔

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**September 14-16** – Mountain Search Pilot Clinic, Kalispell.

**September 15-16** - Oregon Air Fair 2001: A Flight Odyssey – Linn County Expo Center, Albany – for further information – phone (503) 371-8904.

**September 20-22** – International Northwest Aviation Council Annual Conference, Winnipeg, Manitoba.

**October 5** – Montana Aeronautics Division Board Meeting, Helena, 8:30 a.m. - for further information phone (406) 444-2506.

**November 8-10** – AOPA Expo 2001 – Ft. Lauderdale/Broward County Convention Center, Ft. Lauderdale, Florida.

## RETIREMENT PARTY FOR MIKE FERGUSON OCTOBER 6, 2001 – 5:00 PM



EXEC AIR HANGAR  
NEXT DOOR TO AERONAUTICS

KEG OF BEER & WINE PROVIDED OR BYOB  
NO HOST DINNER

**RSVP BY SEPTEMBER 28, 2001 – (406) 444-2506**

MONTANA AERONAUTICS HAS BLOCKED ROOMS  
AT EACH OF THESE LOCATIONS

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**WHEN MAKING RESERVATIONS PLEASE REFERENCE  
MONTANA AERONAUTICS ROOM BLOCK**

## International Aviation Art Contest

This year's theme for the International Aviation Art Contest is "Silent Flight". Most pilots like the sound of engines roaring as they fly through the sky, but there is a group of flyers that prefer something a little different. These flyers love the sound of the wind under their wings. You'll see them next to cliffs parasailing; you'll see them jumping out of airplanes with parachutes on their backs or riding the thermals in long-winged gliders. Aerobatic pilots get to do both, sometimes cutting their engines and falling powerless until, at the last minute, they start their engines again and fly on, leaving the audience shouting for more.

Even astronauts, returning from the silence of space, glide the shuttle down to safe, quiet landings. Well, the return trip isn't entirely quiet; the tires chirp loudly upon their return to the ground. In fact, silent flight can be downright noisy sometimes. Imagine the sound of a glider pilot dipping into a negative 3G dive: the wind howls; the heart beats louder and faster; and quick, sharp breaths rush in and out of the pilots lungs. Balloonists listen to the occasional blast of flame as they heat the air in their balloons to climb high in the air and ride the winds, and parachutists smile when their parachutes snap open and rustle in the wind.

This year's art contest encourages you to capture the excitement and beauty of silent flight on paper. You have lots to choose from, or maybe you have a new idea or two about silent flight. The only limit is your imagination. Artwork will be judged, at least in part, for its creative use of this year's theme in relation to the aviation world.

To receive a flyer with contest information contact the Montana Aeronautics Division, (406) 444-2506.

Young Eagles Top Flight Leaders Flights as of 07/01/01	
Jeanne MacPherson Helena, MT	2273
Robert Swanson Fort Washington, MD	2041
Steven Applebaum Chicago, IL	1680
Donald Myers Needmore, PA	1649
Thomas Snouwaert Gladstone, MI	1544
Richard Jones Oshkosh, WI	1307
Lloyd Richards Timmins, Ontario, Canada	1164

*The Young Eagle Top Flight Leaders are on display in the EAA Airventure museum in Oshkosh, WI, Jeanne MacPherson of Montana Aeronautics is #1, we congratulate Jeanne for her hard work and dedication to this important program.*



# Schafer Meadows Work Session

This year's Schafer Meadow work session was another huge success with 38 aircraft and about 75 hard working volunteers gathering to replace a culvert in the creek near the campground, replace windsocks, construct a new camp/picnic table, repair fencing, clear brush on the airfield, pick up rocks on the runway, and fill gopher holes.

Special guests attending were Representative Denny Rehberg, his wife Jan and their children A.J. & Katie. Loren Smith arranged a special surprise by having Rob Quist and the Great Northern Band provide entertainment Saturday evening after a delicious dinner also provided by Loren Smith and Jane Mart of Great Falls, once again Loren and Jane out did themselves.

The Schafer Meadow Airstrip was originally built in 1933 and re-constructed years later through a joint effort of the U.S. Forest Service and the Montana Aeronautics Commission. When Congress approved the legislation in 1978 creating the Great Bear Wilderness it was stipulated that Schafer Meadows airstrip would remain open. It remains the lone wilderness airstrip within the 1.5 million acres that make up the Bob Marshall, Great Bear and Scapegoat wilderness complex. Thanks so much to all of the hardworking people that show up and make these work sessions so successful. Without all of your volunteer help it would be very difficult for the U.S. Forest Service and Aeronautics Division to maintain our mountain airstrips.



*Congressman Rehberg enjoyed visiting with Al Koss and Deb Mucklow of the US Forest Service.*



*This year replacing the culvert was a big job that required a lot of hard digging, above, Al Koss, Chuck Manning, Jack Gillespie, Perry Brown and Deb Mucklow helped accomplish this back breaking task.*



*Left to Right, Tyler Wood, Gail Sammons, Dave Ries & Bob Livesay cutting firewood. Tyler and his father Tom have travelled to Schafer all the way from Fort Worth, TX for the past two years.*





*Pictured are David Ries, Loren Smith, Leif Torgerson, Gail Sammons, Rob Quist & Dennis Lenoir, just a few of the many volunteers that made the weekend such a huge success.*



*Bram Tilroe of Canada assisted Jan & Congressman Denny Rehberg with cutting firewood for dinner Saturday evening.*

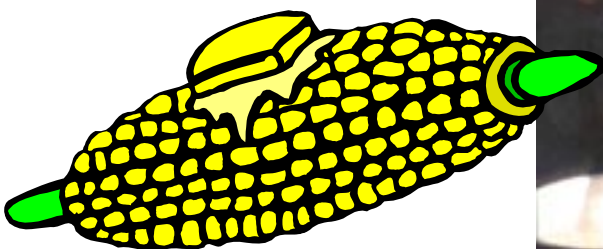


*Bob Libscomb, Linda Seibel and Jan Livesay clearing brush on the airfield.*



*Debbie Alke and her niece Leigh Zanto picked up rocks on the runway and placed runway cones.*

*The Saturday evening meal provided by Loren Smith and Jane Mart of Great Falls consisted of Salmon, Roast Beef, Corn on the Cob and to top it all off home-made ice cream. Right, Jane Mart serves corn to Tom Pratt.*



# Waples Wins Aviation Scholarship



Chet Waples of Red Lodge has been awarded a SimuFlite Advanced Flight Crew Training Scholarship for full qualification training in a Cessna Citation corporate jet aircraft at the SimuFlite Training Center at the Dallas-Ft. Worth Airport.

Chet is a recent graduate of the Rocky Mountain College Aviation Program. He is one of four graduates from collegiate aviation programs in the nation selected to receive one of the scholarships valued at \$12,000 each. The selection for the scholarship was based on academic, flight performance and experience, and medical criteria.

He is currently employed as a pilot for Corporate Air of Billings, where he completed a training internship to qualify as a First Officer in a Beechcraft King Air prior to graduation.

Chet expressed his appreciation to the Rocky Aviation Program and his flight instructors who prepared him to win this scholarship. These include Ray Judd, Frank Jasper, Darren Lynch, Rich Webb, and especially, Ron Woltermann.

Chet is the son of Leo and Joan Wilson of Red Lodge, Montana, and Rick Waples of Aguila, Arizona.

## Industry Awards Program

The General Aviation Industry Awards Program is a cooperative effort between the FAA and industry sponsors to recognize outstanding individuals in the *Aviation Maintenance Technician*, *Avionics Technician*, and *Certificated Flight Instructor* fields. The Awards highlight the important role each play in promoting aviation safety and education. Winners will be nationally recognized at the Women in Aviation International convention in 2002 and receive valuable gifts and merchandise provided by the sponsors and contributors.

For criteria/information and an application form please contact the Montana Aeronautics Division (406) 444-2506. Application deadline is November 1, 2001.

## Interesting Tidbits

More people are killed by donkeys annually than are killed in plane crashes.

Stewardesses is the longest word typed with only the left hand.

American Airlines saved \$40,000 in 1987 by eliminating one olive from each salad served in first-class.

## “Master Mechanic” Award

The Charles Taylor “Master Mechanic” Award was initiated by the Federal Aviation Administration in honor of the first Aviation Mechanic, Charles Edward Taylor. In honoring Mr. Taylor, they are recognizing and honoring those mechanics that have been in aviation maintenance for 50 or more years. They are the mechanics that have brought the aviation industry forward into the 21<sup>st</sup> Century.

To be eligible for the award candidates must meet the following criteria:

- Any individual with at least a total of 50 years engaged in aviation maintenance and is a certificated mechanic or repairman as long as he/she kept his/her credentials.
- For a minimum of 30 years, the applicant must have been an FAA-certificated mechanic or repairman.
- The remaining 20 years may be accepted if that individual served as a mechanic in the military or worked in the aviation maintenance or manufacturing industry.
- Any individual who had his/her Airframe and/or Powerplant Certificate, Repairman Certificate, or Inspection Authorization Certificate revoked by the FAA will not be eligible for the award.
- Any previous actions or enforcement activity, other than revocation, against the certificate will be reviewed by the selection committee with consideration towards eligibility.

For further information on this award contact Steven Jones, Aviation Safety Inspector, Helena Flight Standards District Office (406) 449-5270 or 1-800-457-9917.



# Montana Antique Air Tour



*MAAA held it's annual Air Tour June 20-23, 2001, the tour included stops at Libby, MT - Port Hill, ID - Crawford Bay, BC - Nelson, BC - Klawna, BC - Orville, WA - Spokane, WA and Kalipsell, MT. Keith & Elsie Kinden, owners of Mountain Flying West in Libby hosted a delicious barbeque for tour participants.*



*Bill Piper displayed his 1929 Mono-Coach restoration project at Port Hill, ID.*



*Left, the Nelson BC Flying Club sponsored a barbeque for the tour; a great time was had by all! Above, left to right, Bob Redman, Allen Rickman, Jeanie Bystrom, and Jamie & Lanny Hanson clearing Canadian customs at Port Hill, ID.*



*MAAA officer Len Heydon thanks Bram Tilroe and Bill Piper for arranging the Canadian portion of the tour.*



*Fred Hasskamp, (left) and John Dove clear U.S. Customs at Orville, WA.*

# Family Fly-In & Safety Conference

The 15<sup>th</sup> Annual Northwest Mountain Family Fly-In and Aviation Safety Conference held in McCall, Idaho on August 10-12, 2001 was a stirring success!

Frank Lester of Idaho Aeronautics and Jeanne MacPherson of Montana Aeronautics teamed up to put on the Density Altitude Clinic that was held both Friday and Saturday. In the morning ground school, a full room of pilots computed their takeoff and climb distance to clear a 50-foot obstacle at the McCall Airport. With perfect density altitude conditions the pilots tested their computations with a fly off, Jeanne and Frank measured the distances using a theodolite and posted the results. As the winner of the density altitude fly off Robert Frank-Plumlee of Lincoln, Montana won a handheld radio. He was within 37 feet of his estimated takeoff and climb distance!



*Frank Lester, Idaho Aeronautics*

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